

Delete the paragraph which bridges page 2 and 3 and replace it with the following paragraph:

Q1 --Often directions are provided from maps or from verbal instructions without clear and accurate indications as to how far the desired intersection (e.g., "Main Street" or "Harbor Freeway") is from the present location of his vehicle. Even when an accurate and precise indication of distance is given (e.g., "go 2.7 miles from the origin down Center Street until you intersect Main Street and turn right"), the direction would require that the driver note the initial mileage, calculate the destination mileage of 2.7 miles farther and then observe when the 2.7 miles have passed to find Main Street, an activity which might require frequent calculations and attention to the odometer. Obviously, the driver's looking at the odometer requires the driver to remove his eyes from the road to look at the odometer (instead of the traffic on the road). While a good driver will keep the glances at the odometer to a minimum to allow the greatest attention to be focused on the roadway and its ever-changing perils, this presents a distraction.--

Delete the paragraph which includes page 5, line 19 and replace it with the following paragraph:

Q2 --Prior art systems exist where a map is provided are similar to those providing a printed sheet of paper. It has the same disadvantages of not providing any indication when the desired road is being approached and in requiring that the driver's attention is diverted from looking at the road to looking at the map.--

Delete the paragraph which includes page 9, line 19 and replace it with the following paragraph:

Q3 --The touch screen 5 may serve as an input device to allow the driver to enter a destination, either directly from a map or from a displayed menu of locations. Alternatively, the

Q3 directions could be send by wireless means from a transmitter to a wireless receiver located in the vehicle (as described later in connection with Fig. 4) through known technology. If the touch screen 5 includes a menu of destination locations, then the driver may select a destination by touching the touch screen in the respective area, causing the system to identify the destination selected by the driver. Alternatively, the touch screen may include a large-scale map and the driver may select his destination by touching the appropriate area of the map. Once the area has been selected by touching the map or a list of destinations, a more localized map or a more detailed destination list may be presented on the touch screen 5 and a more precise destination selected to allow the destination to be indicated with greater precision. That is, the first menu lists the destinations by category for selection (hotels, office buildings, cities, attractions, etc.) and then when the driver selects a category, a detailed list of destinations within the category is presented for selection. In the presentation of a map, a map showing the main routes and cities within a large scale of 100 miles by 100 miles might be presented, allowing the driver to select a destination region, then a smaller scale (perhaps 10 miles by 10 miles) map of the selected destination region would be presented. The process of providing more precise destination information for selection could be continued to other levels, if desired.--

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Delete the paragraph which includes page 14, line 20 and replace it with the following paragraph:

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Q4 --If a driver becomes lost or it becomes necessary to establish a new path to a destination (for example, because visual clues have become obsolete or a road has been temporarily closed), the present invention can be used to advantage as follows: the GPS system 95 identifies the

Q4 current position of the vehicle and driver. A new path to the destination is established using an alternate path. While such an alternate path may also become obsolete (or have a detour also), the process may be repeated as necessary until a usable route is found.--

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Delete the Abstract paragraph and replace it with the following Abstract paragraph:

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Q5 --A system and method of providing information (such as directions) to a driver of a vehicle while driving the vehicle without requiring that the driver remove his eyes from looking out the windshield at the road ahead. A positioning device is associated with the vehicle and determines the present location of the vehicle which is compared with a desired location (e.g., the location of a desired turn at an intersection) necessary to reach a preset destination which has been stored. When the vehicle is in a predetermined location (e.g., 500 feet or 10 seconds before the intersection), an advisory message to the driver is projected on the windshield using a heads-up display projector so that the driver can prepare for and make the necessary movement (e.g., turning the correct way at the desired intersection). An optional auditory signal can provide a message indicating the necessary action, either in general or specifically (through a speech synthesizer), with optionally different sound indicators depending on the urgency of the action. A wireless receiver used with the present invention can display other information such as road conditions, traffic and weather information, as well as advertising and e-mail. The present invention contemplates that images of intersections (live pictures, photos or sketches) may be displayed to indicate the proper turn and provide landmark information to assist in determining the appropriate turn.--

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